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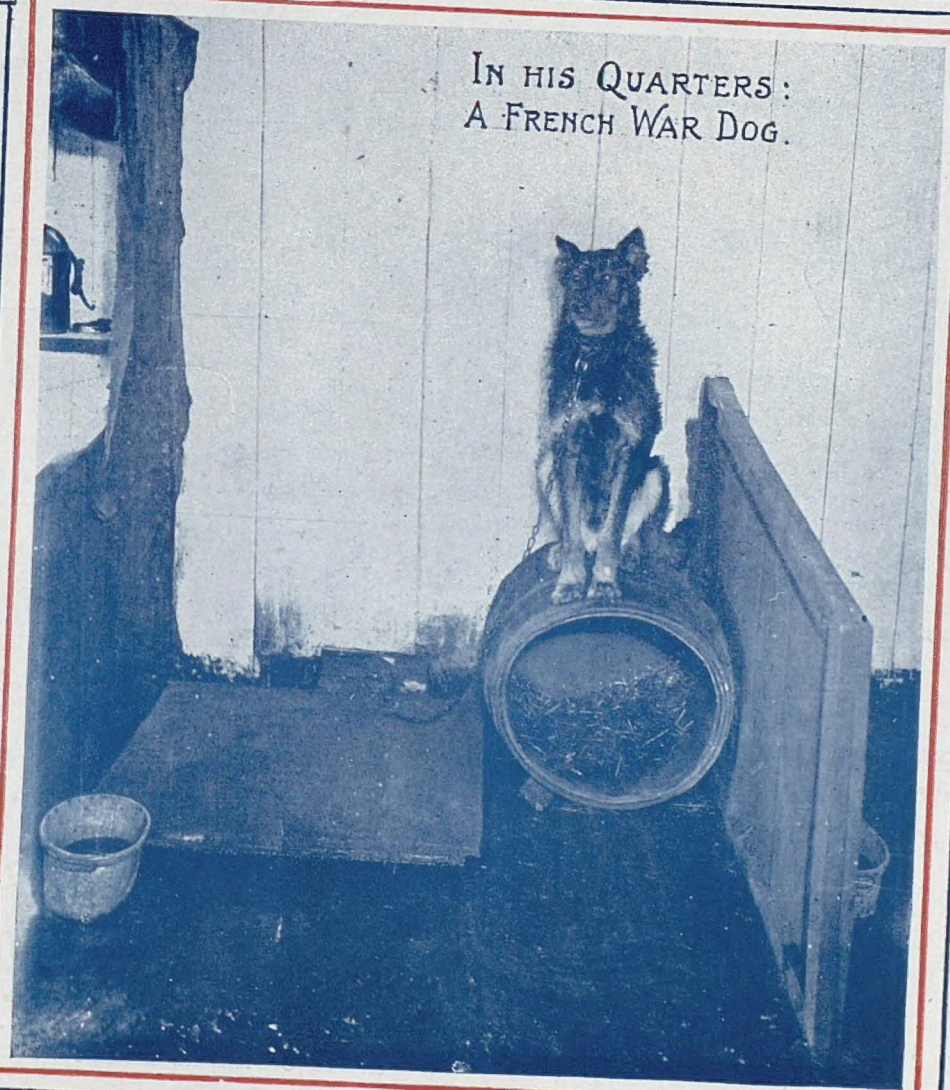
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MARCH 14, 1917.

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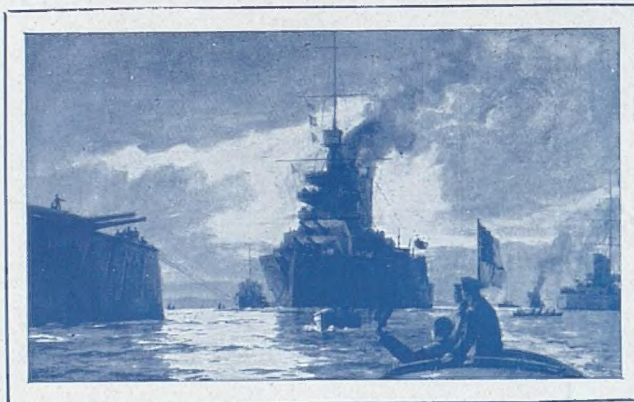
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NAVAL AIR-SCOUT
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THE WAR



March 7, 1917

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ARMAN BIPLANE.

s afternoon 15 Albatrosses,
r the Allied camps around
The raiders paid the toll
being brought down by an
back to the frontier. The
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ON NRWS AND SKETCH, LTD.,
DAY, MARCH 7, 1917.

B89
The Illustrated War News, March 14, 1917.—Part 40, New Series.

The Illustrated War News



KILLED BY A SHELL WHILE ON HOSPITAL DUTY AT MONASTIR: MRS. HARLEY, SISTER OF LORD FRENCH.

From a Photograph by Bassano.

IMPORTANT NOTICE: "THE ILLUSTRATED WAR NEWS."

Beginning with the present week's issue, the price of "The Illustrated War News" will be raised to Eightpence. This has been made necessary by the further increase in the cost of paper, due to the new restrictions on imports, and by the cost of other materials, of labour, and of transport. We feel sure that our readers will prefer the slight increase in the price rather than any diminution in the size of the Paper, which will be maintained at its present high standard of illustrations and letterpress. Our readers will note, also, that none of the editorial space is occupied by advertisements. The normal price of sixpence will be resumed as soon as possible.

THE GREAT WAR.

By W. DOUGLAS NEWTON.

HAS THE RETREAT STOPPED?—WHAT OUR TACTICS MEAN.—SUPREMACY OF THE AIR.

FROM the main tendencies of the week's news it may seem that there should be a scramble among the prophets for the use of the fence, and that there might be some among the military seers anxious to recall the winged words let loose by happy tongues amid the excitements of the big advance. For the period during which our armies moved with a great surge along the twelve-mile front of the German evacuation seems to have dwindled, at least as far as large and dramatic movement is concerned, and there is an apparent state of things that might lead those who held that the Bapaume Ridge would be the next standing-place of the enemy, to say: "I told you so." Curiously, the prophets who seem to need retrenchment are to be found, not in England, but in France. That is, the nation which is new to military matters appears to have been sounder than the nation which has made a great study of them. It was the Frenchman who made the most of the victory, and pointed out visions of the future. Practically every Englishman said the Germans were retreating, before he mentioned the British were advancing. In the same way the British seem ready to assume the retreat has stopped, sooner than they are ready to see that perhaps it is still going on.



DURING AN ARTILLERY DUEL ON A FRENCH SECTOR ON THE SOMME FRONT:
GERMAN SHELLS BURSTING.—[French Official Photograph.]

It is quite possible that the new German line is going to hold before Bapaume. Indeed, by following the map it would appear that this was a planned intention. For, if we look at the map

at that tenderest portion of the enemy front, the front between Gommecourt and Puisieux, it is easy to see that, after their thoughtful manner, the Germans made up their mind to hold on to the highest ground, that running in line with Point 147 east of Gommecourt and Point 142 below Bucquoy. They bent their front fluently from here to Achiet-le-Petit, and

that line follows affectionately the ridges of the high ground to Bapaume, and on to Gueudecourt. A stand then, on the ridges, seems to have been scheduled, and with the slackening off of our advance, and the renewed obstinacy of the fighting, it seems likely that we shall have to fight for Bapaume, not chase the Germans through it. This, apparently, gives the death-blow to those who saw the German line reconstructed on a front pivoting on Arras and centring on Cambrai, as it does to those who saw the British Army thrusting deeply and fatally into the vital communications east of Cambrai.

In fact, the Bapaume Ridge may be a death-blow to optimistic theories; but it is just as well to remember that the death-blow has not yet

been struck. It is well to remember that those who think the Germans may in a drastic fashion have not been finished, and in the battle is finished, and in the doubt that the Germans are in is obvious the Germans, in the quietness of the fronts, are even more unsettled at the present time than they were when events looked large and they were on the move. This is not an exaggeration. Their retreat was a thing of science and order. They made their plans to go back to a definite line, that is certain (even if we are not certain of the exact locality of that line), and their plan has been fulfilled. They reached that line, but now they have to hold on—and that is a problem unsettled enough in all conscience. For now something more than good Staffing will have to come into play, and that is the ability to hold the British away from the line they have chosen.

That ability must need be great. More than that it must be an ability greater than any yet shown on this front. When the battles of the Somme dwindled in November, the Germans were in very much the same position as they are now. a new line and their business. Because of the British tact



AMID WINTER RURAL SURROUNDINGS

to do this. In addition to the movement before Bapaume, we have a front stronger than the one that is, we forced our way

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will be raised to the new restrictions that our readers will which will be maintained none of the editorial soon as possible.

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Ridge may be a death-; but it is just as well eath-blow has not yet

been struck. It is well to remember that those who think the Germans may shorten their line in drastic fashion have not been proved wrong until the battle is finished, and it is proved beyond a doubt that the Germans are sitting firm. For it is obvious the Germans, in spite of the apparent quietness of the fronts, are even more unsettled at the present time than they were when events looked large, and they were on the move. This is not an exaggeration. Their retreat was a thing of science and order. They made their plans to go back to a definite line, that is certain (even if we are not certain of the exact locality of that line), and their part has been fulfilled. They reached that line, but now they have to hold on—and that is a problem unsettled enough in all conscience. For now something more than good Staffing will have to come into play, and that is the ability to hold the British away from the line they have chosen.

That ability must needs be great. More than that, it must be an ability greater than any yet shown on this front. When the battles of the Somme dwindled in November, the Germans were in very much the same position as they are now. They had come to a new line and their business was to hold on. Because of the British tactics they were unable

heights. Again, the Beaumont heights gone, the Germans were once more in the position they are now. They held a line from Serre to Grandcourt, and they tried to hold on. Last week we saw how they could not do it. And here, again, in the Bapaume heights is the old situation, and we are hammering at it with the old tactics.

These tactics, which we have employed all through the winter months, have been concerned with manœuvres which outflanked, cut off, and captured nodal points in the defence—points like Beaumont, Grandcourt, the works of Miraumont, and the like. We have come to see that with these positions commanding valley approaches (in a region of valleys) and the flanks of German dispositions taken, we have turned and rendered feeble enemy defences. We have been, as it were, creating flanks in a war where flanking movements have been ruled as dead. It is because we have been creating them so successfully that the Germans went back. What we did at Grandcourt and Miraumont we appear to be doing now.

The work of the week seems to give the truth to this. There has been steady fighting east of Gommecourt and south of Bucquoy, and this fighting has given us ground. It would seem to give us ground on the lower



A FRENCH FLYING OFFICER RECENTLY DECORATED WITH THE BRITISH MILITARY CROSS: SUB-LIEUTENANT PIERRE DUCAS.

Sub-Lieut. Ducas won the Military Cross for brilliantly daring flights at the Dardanelles, and on the Salonika Front. He received also a special letter of congratulation from Admiral de Robeck. He has been four times named in French "Ordres de Jour" for aerial single-combats, bold reconnaissances, and bomb-dropping on enemy positions under fire.—[Photograph by Henri Manuel.]

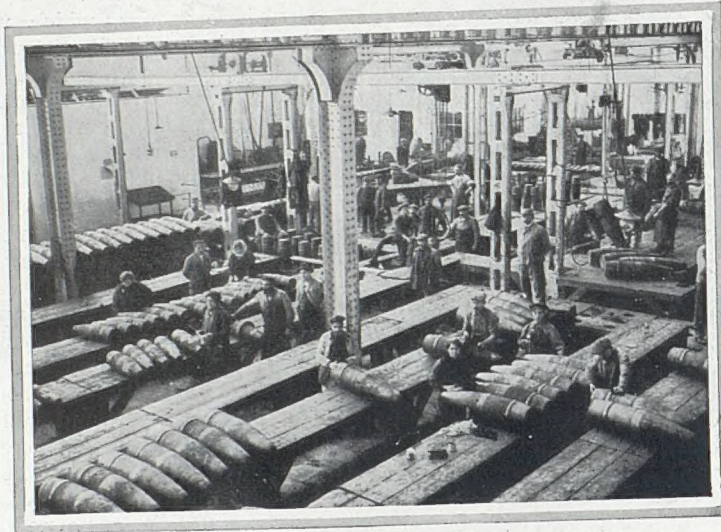


AMID WINTER RURAL SURROUNDINGS CLOSE BEHIND THE OISE FRONT: ON THE OUTSKIRTS OF AN ARTILLERY CANTONMENT.—[French Official Photograph.]

to do this. In addition to the steady encroachment before Bapaume, we were able to force a front stronger than the one they hold now—that is, we forced our way over the Beaumont

levels on the flank and rear of Point 147, and up the road towards Bucquoy, which means we are working round Point 142 (as well as the Achiet-le-Petit hills) in the same

manner. We are working steadily, and our aim is undoubtedly to force the strong points as we forced other strong points. If we can do this, then the Germans will make excuses about the mud once more, and we will hear of further retirements. This habit of driving wedges into the German front in order to break it up, if only



READY FOR SERVICE EITHER ON LAND OR AT SEA: HEAVY-GUN SHELLS READY TO LEAVE A FINISHING WORKSHOP AT A FRENCH ARSENAL.
French Official Photograph.

locally, is not new. These tactics gave us all the strong works about Combles and Thiepval, and they have been giving us strongholds ever since. They have been brought to bear on the Sailly-Saillisel-Bouchavesnes area (south-east of Bapaume) this week, and have given us success. We have taken the highest ridge at Sailly, and this, with our advance at Bouchavesnes, is giving us a grip on the Valley of the Tortille that may, in time, break the defence of the St. Pierre Vaast Wood. It is slow going, of course; but slow going is a habit of ours, and it usually gets there.

Of the general situation of the West, including imminent strokes from Hindenburg, there is nothing very emphatic to report. There has been a certain intensity along the line. Verdun has again lured on the German, but the footing he gained in Caurières Wood, north of the town, has not been held very long, and its cost to Hindenburg's strategic reserves does not seem to have made the attack profitable. At other points there is a hint of gunnery effort rather larger than usual, but until that develops into action we cannot gauge its meaning. However, with this gunnery there has come a curious burst of aerial activity, not merely on the part of the Allies, who have

some excellent bombing raids to their credit this week—one into Germany, east of Strassburg—but on the part of the enemy. He appears to have made a sudden and startling effort to regain the mastery of the air, and has unexpectedly crowded a great number of fighting machines into action. This attempt to drive the Allied, and particularly

the British, aviators off the scene has resulted in an extraordinary number of aerial fights, as many as fifty-six machines being sent down in two days—thirty-three of these, the Germans assert, casualties to the Allies. This sudden aerial dash is surprising, and, of course, it has meaning. It is undoubtedly a German effort to gain the vision of the future for themselves. There are two ways of examining the tactic. Either the Germans wish to blind us, so that our imminent offensive will be robbed of striking power, or else they wish to cover and make sure an offensive of their own, as we did when we drove the Germans out of the air at the opening of the Somme battles. Both these points will be solved by the future—the future which will bring Hindenburg's offensive, or the future which will show that our

aviators are not at all the fellows to knuckle under in the matter of supremacy. That we have lost the mastery of the air is a



AT A FRENCH BLUEJACKETS' BATTERY ON THE UPPER MARNE FRONT: A NAVAL GUN IN ITS DUG-OUT, WITH THREE OF THE SEAMEN GUNNERS.
French Official Photograph.

foolish assertion to make just now, just as it was a foolish statement to make when the well-advertised Fokker appeared on the scene. The mastery of the air is not won in one assault, or in one week of assault. He is master of the air who wins after the assault has spent itself.

LONDON: MARCH 10, 1917



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THE V.C. FOR THE DEAD

The V.C. was posthumously awarded Loftus William Jones, of the destroyer, for conspicuous bravery and devotion to duty in full facts having only now been a state. The "Shark" led a destroyer and engines were disabled, and the

to their credit this of Strassburg—but He appears to have effort to regain the expectedly crowded machines into action. ed, and particularly ators off the scene an extraordinary al fights, as many achines being sent days—thirty-three Germans assert, he Allies. This sud- is surprising, and, as meaning. It is German effort to of the future for here are two ways the tactic. Either wish to blind us, so inent offensive will striking power, or else over and make sure of their own, as we drove the Germans at the opening of attles. Both these be solved by the ture which will bring offensive, or the will show that our fellows to knuckle supremacy. That y of the air is a



UPPER MARNE FRONT:
OF THE SEAMEN GUNNERS.

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LONDON: MARCH 10, 1917

for "Most Conspicuous Bravery and Devotion to Duty."



THE V.C. FOR THE DEAD CAPTAIN OF THE "SHARK" AT JUTLAND: COMMANDER LOFTUS JONES.

The V.C. was posthumously awarded on March 6 to Commander Loftus William Jones, of the destroyer "Shark," for "most conspicuous bravery and devotion to duty" at Jutland Battle, "the full facts having only now been ascertained," as the Admiralty state. The "Shark" led a destroyer division. Her steering-gear and engines were disabled, and the fore-castle and after-guns shot

overboard. After trying, though wounded, to repair the steering gear, Commander Jones, with only two men, fought the ship's only remaining gun till the "Shark" sank. At the last he ordered the survivors of his crew to put on life-belts. The "Shark" was torpedoed immediately afterwards, and Commander Jones went down with his ship.—[Photo. by Newspaper Illustrations.]



Preparing for the Spring Campaign on the french front.



RECONSTRUCTING A OISE PONTOON BRIDGE: FIRST PONTOONS GOING OUT; BOWS OF A PONTOON.

In consequence of the dangerous floating masses of solid ice drifting down the Oise, which traverses the French front on the Aisne to the south-east of St. Quentin and towards the Ardennes, the pontoon bridges across the river had to be removed and the pontoons stowed alongside the river bank for the time. Now that the ice pack has been broken up, partly by dynamite explosions where the

ice pack had jammed, partly in consequence of milder weather, only loose ice in small patches remains, and the pontoon bridges are being re-established and cross-river communication by that means restored. We show French soldiers working on the preliminary bridging operations in the pontoon boats employed for supporting the plank roadway over.—[French Official Photographs.]



Preparing for



RECONSTRUCTING A OISE P

In the upper illustration sections of the about to be reconstructed on the prece being connected together in mid-stream technically termed "piers," are put tog "rafted," or rowed, out to meet other in position. The piers are rapidly got

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OF A PONTOON.

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Preparing for the Spring Campaign on the french front.



RECONSTRUCTING A OISE PONTOON BRIDGE: "RAFTING" SECTIONS INTO POSITION; INSPECTION.

In the upper illustration sections of the Oise pontoon bridge shown about to be reconstructed on the preceding page, are seen while being connected together in mid-stream. Sections of pontoons, technically termed "piers," are put together along the shore and "rafted," or rowed, out to meet other sections, and be all linked in position. The piers are rapidly got in place and made fast,

the bows of each pontoon heading up-stream. In the lower illustration the completed bridge is seen with the plank roadway down, ready for the passage of troops of all arms. Each pontoon party during the final inspection of the bridge by the officer in charge stands, as seen, as on parade, with oars upright.—[French Official Photographs.]

Gas-Masks for Horses at the front.



FRENCH ARMY HORSES MASKED AGAINST GERMAN POISON-GAS: A CONVOY CARRYING MUNITIONS.

Animals are, of course, as susceptible to the poisonous effects of asphyxiating gas, which Germany introduced into the amenities of warfare, as are their human masters, and the horses, mules, and dogs employed for military purposes require the same sort of protection if exposed to the deadly fumes. The French have provided for this contingency with their usual scientific skill. Photographs

of French Army dogs wearing masks and going through gas-clouds appeared not long ago. The lower photograph on this page shows a French transport column conveying ammunition up to some batteries stopped by a sentry (seen on the left) carrying a placard inscribed with the words "Attention! Nappe de gaz" (Beware! gas cloud). The men are seen adjusting their own and their

(Continued opposite.)

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(Continued.)
horses' gas-masks. In the upper page the column is moving off to gun-positions, after the gas-masks been duly affixed. The animals and not at all restive in their masks some peculiar form of nose-bag to b



CARRYING MUNITIONS.

and going through gas-clouds
photograph on this page shows
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dusting their own and their
[Continued opposite.]



An Anti-Gas "Nose-Bag" for Army Horses.

LIKE MASTER, LIKE STEED: FRENCH TRANSPORT HORSES AND THEIR RIDERS MASKED.

[Continued.]
horses' gas-masks. In the upper photograph on the left-hand
page the column is moving off to resume its journey up to the
gun-positions, after the gas-masks both of men and horses have
been duly affixed. The animals appear to be quite comfortable
and not at all restive in their masks, which they regard, perhaps, as
some peculiar form of nose-bag to be filled later on with something

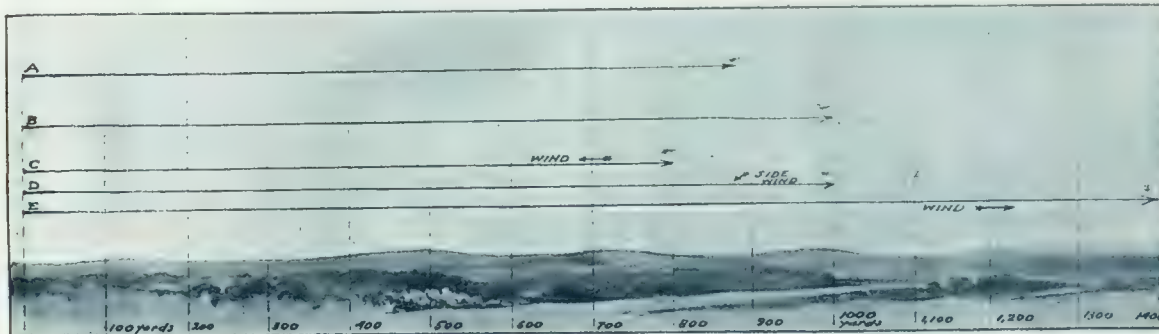
more appetising than their present contents. The similarity to
nose-bags is shown more clearly in the photographs on this right-
hand page. It will be noted that while the masks worn by the
men cover the whole face, in the case of the horses the eyes are
left uncovered. Possibly blinkers might make them uneasy, and
it is the throat and nose, of course, that chiefly need protection.

THE BEGINNINGS OF WAR-MACHINES: MESSENGER-PIGEONS.

THE term "Carrier," as applied to pigeons, was originally employed to signify the particular breed used for carrying messages. It now denotes an entirely different variety, the message-carrying birds being termed "homing" pigeons. The best strain of "homers" originated in Belgium, where the training of these birds has been carried to a very high degree of efficiency. When the German armies were closing round Paris in 1870, numbers of messenger or "homing" pigeons were brought into the city, to be used for carrying messages out. Pigeons, to the number of about 360, were sent out in balloons, and did good work in bringing news from outside, although only about one-sixth of the total number returned with messages. The Germans, on their side, did their best to stop the carrier-pigeon method of communication by employing hawks which were trained to kill the pigeons. The messages sent were carried by the French pigeons in the form of

carrier-pigeon. On the other hand, the capture of a messenger-pigeon flying into Ptolemais with a letter containing news of approaching relief is said to have resulted in the immediate capitulation of the place. The besiegers had replaced the original message with one stating that no outside help was to be expected. During the siege of Acre by Richard I. the Saracen Sultan Saladin is said to have kept up communication with the city by means of carrier-pigeons.

The suppression of smuggling between France and England was assisted by the despatch of messenger-pigeons from France to the Revenue authorities at English seaports with information as to the sailings of smuggling-vessels. So serious was the interruption to contraband trade in consequence of the use of the pigeons that hawks were employed by the smugglers for the purpose of destroying the pigeons, much in the fashion of the Germans in 1870-71, as related.



MESSENGER-PIGEON SPEEDS AND DISTANCES: AVERAGE RECORDS.

A. Journeys over 50 miles: average speed, 880 yards a minute. B. Journeys under 50 miles: average speed, 1000 yards a minute. C. Effects of wind on speed on short journeys (B): head wind reduces speed to 800 yards a minute. D. Effects of wind on speed on short journeys (B): side wind allows speed at 1000 yards a minute. E. Effects of wind on speed on short journeys (B): tail wind accelerates speed to 1400 yards a minute.

small scraps of paper covered with writing, or with printing reduced by photography to minute characters, which, on arrival at the bird's destination, were thrown on a screen by a magic-lantern, and by that means enlarged to an easily legible size. As most convenient, the messages or despatches, as reproduced on the screens, were read aloud from the screen by one attendant, whilst a number of others seated at tables transcribed them in multiple form for distribution (Fig. 4) or else copied them direct.

The Chinese of olden times, who are credited with inventing most things, used messenger pigeons to carry military despatches. It is said also that they attached a small reed to the bird in such a manner that the wind caused it to make a whistling sound, with the idea of so scaring off hawks and other birds of prey (Fig. 1). The Egyptians of B.C. 3000—and, according to Pliny, the Romans—employed pigeons as despatch-carriers in war. A historian tells us that Haarlem was saved by adopting a suggestion contained in a message brought into the besieged city by a

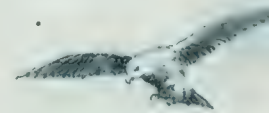
The scrap of paper on which the message is written is usually rolled up and passed through a metal ring worn on the bird's leg, the end being then folded down and secured by a rubber ring. If no metal ring is already on the leg, two rubber rings can be used. Alternatively, the paper is often rolled up and inserted in a quill, which is passed over the end of the middle feather of the tail and secured to it (Fig. 5). Almost incredible distances are at times covered by "homing" pigeons, flights of 1000 miles having been on occasion accomplished (Fig. 3). In single-day flights, speeds amounting to sixty or seventy miles an hour are not uncommon, but the fact that a pigeon always roosts when night falls causes a low average speed when the journey occupies more than one day.

When an important message has to be transmitted, it is usual to send a number of birds carrying duplicates; but these should be released singly and at intervals of five or ten minutes. If released together, the birds are apt to play about and waste time!

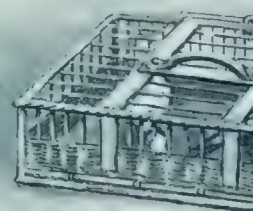
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MESSENGER-PIGE

Continued.]
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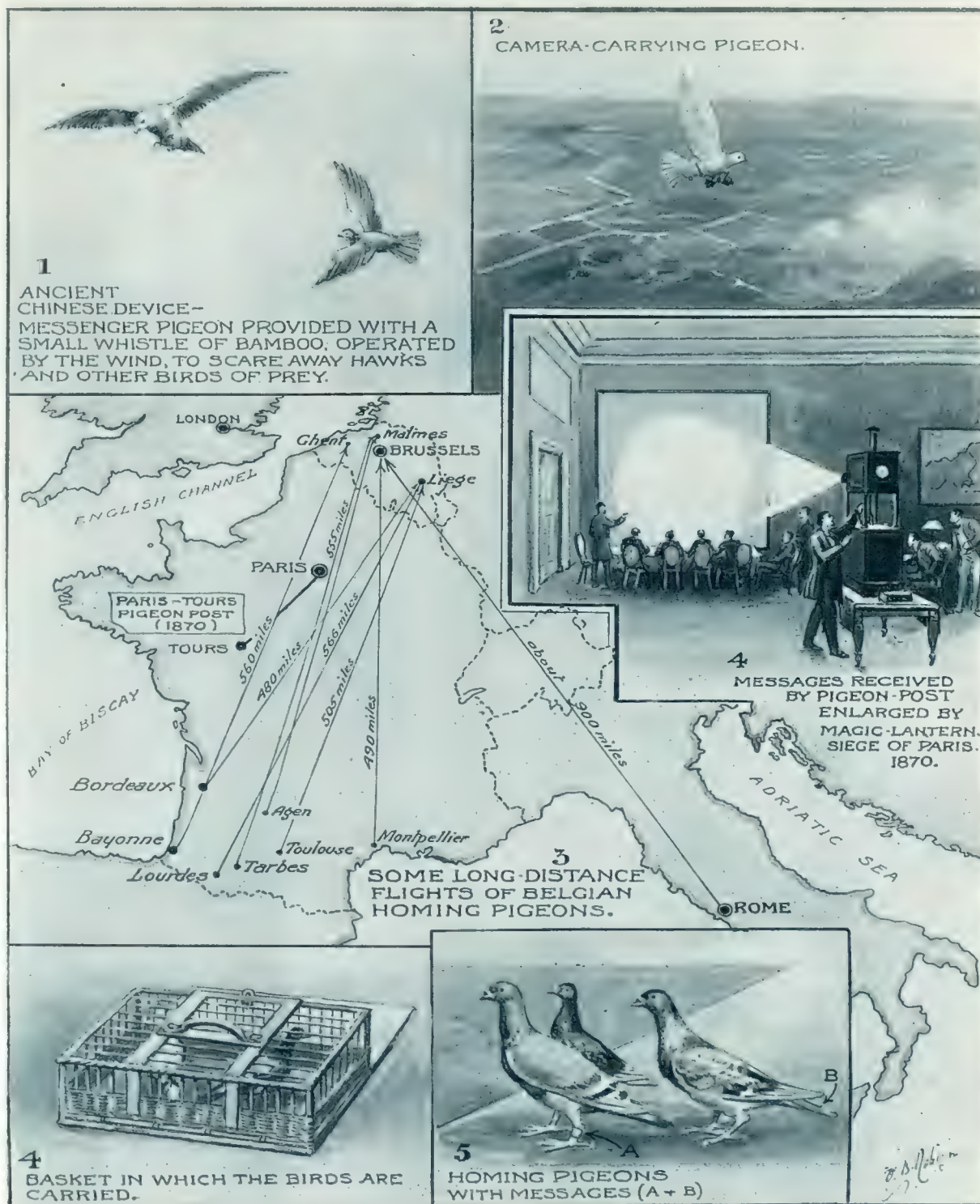
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The Beginnings of War Machines: Messenger-Pigeons.



MESSENGER-PIGEON SERVICE IN WAR: FROM EARLY TIMES TO THE PRESENT.

[Continued.]

Although, when the present war broke out, wireless telegraphy had almost entirely superseded the pigeon as a despatch-carrier, the introduction of seaplanes has given the pigeon service another lease of life, birds being carried on the seaplanes in order to assist in establishing quick communication with Headquarters, when required. For work in war-time there has been invented a tiny

camera which can be attached to the body of a pigeon. Germany early recognised the capabilities of the idea, and a number of experiments have been carried out. The camera is automatic in action, and takes a photograph at regular intervals. The apparatus is made in two forms: in one form it is a single camera; in the other, two cameras.

The British Thrust forward on the Somme.



FRONTING THE AUSTRALIAN ATTACK: A GERMAN TRENCH DUG-OUT AFTER A DIRECT SHELL-HIT.

In some parts of the German trench-line, recently captured in the stage-by-stage push forward on the Somme and Ancre fronts, the enemy's positions were found nearly intact, or comparatively little broken up by the artillery bombardment, which had not needed to concentrate on those particular localities. In others, the former enemy lines were to all intents reduced by our shells

to shapeless heaps and mounds of earth—especially where direct hits on the dug-outs or trench-galleries had been made, and the shells had burst after penetrating below the surface. The appearance above ground round an enemy dug-out so dealt with is shown here. The half-choked up hole seen in the foreground was the former entrance.—[Australian Official Photograph.]

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WITH THE AUSTRALIANS

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March 14, 1917



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A DIRECT SHELL-HIT.

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hole seen in the foreground
an Official Photograph.]

March 14, 1917

THE ILLUSTRATED WAR NEWS.

[Part 40]
[New Series]—13



The British Thrust forward on the Somme.



WITH THE AUSTRALIANS: ALTERING A CAPTURED GERMAN TRENCH TO FRONT THE OPPOSITE WAY.

As the papers have recorded in recently published letters and messages from the front, the Australians have been well forward in the fighting on the Somme during the continuous British advance of the past month. One of the first things that have to be done, as fast as we gain ground, is shown in this illustration: the adaptation of captured enemy trench-lines to our own purposes.

Speaking generally, what happens is that the German trench-lines, in whatever state the bombardment has left them, have to be made to face the other way. A new crest-line along the former rear side of the trench must be made, a new fire-step cut, fresh dug-outs excavated, revetments altered—all in reverse positions from those existing.—[Australian Official Photograph.]

ROMANCES OF THE REGIMENTS: XL.—THE 21st FOOT.

THE TRAGEDY OF MAJOR CAMPBELL.

ON June 23, 1807, the 21st Regiment was inspected at Armagh Barracks by General Kerr, and thereafter the officers dined together. About eight o'clock—for our forefathers kept early hours—all the officers had left the mess except Major Alexander Campbell (a cousin of Lord Breadalbane's), Captain Alexander Boyd, a Lieutenant Hale, and Assistant-Surgeon George Adams. Conversation turned upon the events of the past field-day, and Major Campbell remarked that General Kerr had corrected him about a particular mode of giving a word of command which he, Campbell, believed he had given right. Captain Boyd replied that neither Kerr nor Campbell had been right according to "Dundas" (the drill-book of that time), which was the King's order. The conversation had hitherto not been in the least acrimonious, and Major Campbell went on to say, with perfect good humour, that his way of giving the command might not be in the King's order, but still he conceived it was not incorrect.

Captain Boyd still insisted that it was not correct according to the King's order, and the argument continued for some time, until Captain Boyd said he knew it as well as any man. Major Campbell at this showed some temper, and said he doubted that much; whereupon they wrangled a little longer, with increasing heat. At length Boyd said he knew the point better than Major Campbell did, and Major Campbell might take that as he liked.

At this Campbell got up, and, facing Boyd, inquired, "Then, Captain Boyd, do you say I am wrong?"

"I do," replied Boyd; "I know I am right according to the King's order."

Thereupon Major Campbell left the room. Captain Boyd remained for some little time longer, and then left the room before Lieutenant Hale or

the surgeon. No observation was made upon his going. Soon after, Lieutenant Hale and Surgeon Adams went out together and went to a second mess-room, where Captain Boyd came up to them and spoke to them. The three then went out together and called at the quarters of a Lieutenant Deivaris, where they left Captain Boyd.

Twenty minutes later, Surgeon Adams was hastily summoned to visit Captain Boyd, whom he found suffering from a very dangerous gunshot wound. He was in great pain, and died eighteen

hours later. Adams stayed with Boyd until he passed away.

The intervening links in the strange story are supplied by the testimony of the mess-waiter, John Uvey. On the night the Captain received his wound Uvey was washing glasses in a room belonging to the mess. In that room he saw Major Campbell, who went out and was absent some ten or fifteen minutes. Campbell then returned, and as he was coming upstairs Captain Boyd was leaving the mess-room. They met on the stair-head and went together into the mess-waiter's room,

where they remained about a quarter of an hour and then separated. Twenty minutes or so later, Major Campbell came again to Uvey and desired him to go to Captain Boyd and tell him that a gentleman wished to speak to him, if he pleased. Uvey accordingly went in search of Captain Boyd, whom he found on the parade-ground. On receipt of the message Boyd accompanied the waiter to the mess-room, which was empty. Uvey indicated a little apartment off the mess-room as the place where the gentleman was to be found. The waiter retired to the mess-kitchen, and eight or ten minutes later heard a shot, but thought nothing of it until he heard another. He then returned to the mess-

(Continued overleaf.)



CAMP LIFE ON THE EASTERN EGYPT FRONTIER: A PLATOON MARCHING IN SHIRT-SLEEVES TO A MUSTER ON THE BATTALION ASSEMBLY GROUND.



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PICTURESQUE AND USEFUL

Snow and ice being normal everyday of the Arctic regions, it is not surprising that the French troops find valuable aides by the French troops in the stern conditions of winter, and the messengers bearing letters, and as transport first photograph shows, a team of Alas-

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Dogs in War—from Alaska to Alsace.



PICTURESQUE AND USEFUL: HOW ALASKAN DOGS HELP THE FRENCH ARMY IN THE VOSGES.

Snow and ice being normal everyday conditions for the dogs of the Arctic regions, it is not surprising that they have been found valuable aides by the French troops fighting in the Vosges amid the stern conditions of winter, and they have been used as messengers bearing letters, and as transports drawing sledges. Our first photograph shows a team of Alaskan dogs drawing a sledge

through snow-covered country. The second picture shows two typical specimens of the breed. Dogs such as these have been employed in large numbers for keeping the troops supplied with munitions and stores, in assisting the ambulance corps, and as sentries. Their intelligence and fidelity are admirable, and many have been killed or wounded on duty.—[French Official Photographs.]

room, where he found Captain Boyd sitting mortally wounded in a chair. With him were Lieutenants Hale and Macpherson. Major Campbell was not present, but in a very few minutes he came into the mess-waiter's room and asked for candles. Uvey got a pair, and Campbell brought them into the small room. There Major

am sure you do for me." Campbell then left the room.

Was it a duel, properly conducted, or deliberate murder? The verdict of the jury, one year later, was an uncompromising "Guilty of murder." The Judge laid down the law very clearly as to the distinction between manslaughter and murder, but he was distinctly biassed against the prisoner. He dwelt with damning force on Captain Boyd's dying words, "You have hurried me," and held that, if the jury considered them proved, they did away with all extenuation. The 'punctilios of the duello,' as the Baron of Bradwardine would say, had not been observed. Further, a witness was called to prove that Major Campbell had had time to cool after the wrangle, for he went home, drank tea with his family, and gave the witness certain commissions to execute before the affair took place.

Campbell was condemned to death, but was respited for ten days. His wife, a Miss Bowie, daughter of William Bowie, of Cambsican, Provost of Ayr, set off post for Dublin, and, finding the packet had sailed, crossed the Channel in an open boat. She hurried to Windsor, went on her knees to the Queen and the Princesses, and then posted to Brighton to



ON THE EASTERN EGYPT FRONTIER: THE OUTSKIRTS OF ONE OF THE BRITISH CAMPS IN THE SINAI DESERT.

Campbell gave Uvey to understand that there had been a duel. He showed the waiter the corners of the room where each person stood, and pointed out the distance between them, as measuring seven paces.

Lieutenant John Macpherson filled in the rest of the story as far as it was ever known exactly. Going upstairs towards the mess-room about nine o'clock he heard someone, whom he took to be Major Campbell, saying, "On the word of a dying man, is everything fair?" As he entered the room, Boyd replied, "Campbell, you have hurried me. You are a bad man." Campbell repeated his appeal, taking the new-comer to witness; but Boyd replied, "Oh, no, Campbell; you know I wanted to wait and have friends." Campbell still persisted in his appeal. "Good God! will you mention before these gentlemen—was not everything fair? Did you not say you were ready?" Boyd answered, "Yes"; but a moment later he repeated, "Campbell, you are a bad man!"

Boyd was then helped into the next room, and Campbell, much agitated, followed, repeatedly saying to Captain Boyd that Boyd was the happier man of the two. "I am," he cried, "an unfortunate man, but I hope not a bad one." He begged Boyd to forgive him. Boyd stretched out his hand, saying, "I forgive you. I feel for you—and I



ON THE EASTERN EGYPT FRONTIER: IN A REGIMENTAL CAMP IN THE SINAI DESERT—SAND-BAG WALLED TENTS.

see the Prince of Wales, who wrote in vain to the Duke of Portland. Campbell, who was much pitied, begged to be shot as a soldier, but the law proved inflexible. On Aug. 24, 1808, he was publicly hanged at Armagh. He was forty-one years of age, and had served in the 97th and 42nd Regiments before he joined the 21st.



Woman



"WEARING THE

There seems to be no limit in which women have shown even in those requiring judgment. A staff of women the St. Marylebone Borough most efficient substitutes

Campbell then left

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Woman as Electrician—Yet Another form of War Work.



"WEARING THE BREEKS" FOR MEN AT THE WAR: WOMEN IN A LONDON ELECTRIC STATION.

There seems to be no limit to the number of civilian occupations in which women have shown themselves capable of replacing men, even in those requiring highly technical knowledge, nerve, and judgment. A staff of women electricians, for example, are running the St. Marylebone Borough Electric Sub-Station, and have proved most efficient substitutes for their masculine predecessors. In

emergencies demanding presence of mind, courage and promptitude—as when on one occasion the telephone wires fused—they kept cool and took the necessary steps. Those seen in the upper photograph are operating the main switchboard and testing the current with a volt-meter. The lower photograph shows one at work on the meter-board for battery-charging.—[Photos. by L.N.]



At Sea with the Grand fleet: On Board



LOOKING DOWN FROM ONE OF THE SHIP'S TOPS: PART OF THE CENTRAL

In the illustration the reader is looking down on the upper deck of a battle-ship, a super-Dreadnought of the Grand Fleet, from one of the tops, which are built on the lower part of the ship's masts. In some pre-Dreadnought battle-ships the tops

One of the Super-Dreadnoughts



SUPERSTRUCTURE, TWO TURRETS
were used for mounting light guns.
upper turret guns are seen pointing

fleet: On Board

One of the Super-Dreadnought Battle-Ships.



SUPERSTRUCTURE, TWO TURRETS WITH THEIR GUNS, AND THE QUARTERDECK.
were used for mounting light guns in, and were called "fighting tops," a term nowadays more or less out of date. The upper turret guns are seen pointing as for broadside firing.—[Canadian War Records. Copyright Reserved.]

TOPS: PART OF THE CENTRAL
Super-Dreadnought of the Grand Fleet.
pre-Dreadnought battle-ships the tops



A Cruiser of the Grand fleet at Gunnery



TARGET PRACTICE BEING CARRIED OUT UNDER WAR CONDITIONS: BY
One of the latest-joined cruisers attached to the Grand Fleet is shown here while carrying out her firing exercises at sea. Firing
exercises and target practice for a newcomer to the Grand Fleet are indispensable preliminaries that are gone through at the earliest
moment. In every detail care
ships get ready for it practically

r of the Grand fleet at Gunnery Exercise at Sea.



PRACTICE BEING CARRIED OUT UNDER WAR CONDITIONS: BROADSIDE FIRING.

y out her firing exercises at sea. Firing
ies that are gone through at the earliest

moment. In every detail care is taken to make the firing practice as like what Kipling calls "the real thing" as possible, and
ships get ready for it practically as for action.—[Canadian War Records. Copyright Reserved.]



At Sea with the Grand fleet: Taking in



A HEAVY PROJECTILE FOR THE "LION'S" MAIN ARMAMENT OF TURRET

In consequence of the constant firing exercises and target practice which are always going on with one or other of the squadrons of the Grand Fleet, in training for the next day of battle, supplies of ammunition for the ships' magazines are being

Big-Gun Ammo



GUNS COMING ON BOARD: LO
ever forwarded to one or other
in every fight.—[Canadian War Record]

Big-Gun Ammunition on Board the "Lion."



GUNS COMING ON BOARD: LOWERING THE SHELL ON TO THE DECK.

ever forwarded to one or other of Sir David Beatty's naval bases. It is our superior gunnery that has told so effectively in every fight.—[Canadian War Records. Copyright Reserved.]

t: Taking in



ARMAMENT OF TURRET

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With the Grand fleet: At One of its Anchorages.



CAMERA ITEMS: ON BOARD THE "IRON DUKE"—ADMIRAL MADDEN; HIS STAFF; A SHIP'S PET.

In the upper illustration, we are looking down at one side of the super-Dreadnought battle-ship "Iron Duke," on board which Sir John Jellicoe flew his flag while in command of the Grand Fleet. No modern war-ship has been visited by so many eminent personages as the "Iron Duke"; from the King, the Archbishop of York, the Bishop of London, Lord Kitchener, and many distin-

guished foreigners of our Allies, downwards. A steam picket-boat and other ships' boats are seen lying off alongside. Admiral Madden, the newly appointed Second-in-Command of the Grand Fleet, is shown with his staff in the lower photograph. The Admiral is bending forward to notice the pet dog of his flagship.—[Canadian War Records. Copyright reserved.]

With the C



FOLLOWING IN THE W

This illustration shows practically occasion at sea, on board a ves ceeding in the sailing order know is taken from the deck of the another of the battle-cruisers of at a regulation interval, in the wa

brages.



STAFF; A SHIP'S PET.

downwards. A steam picket-boat
lying off alongside. Admiral
and-in-Command of the Grand
the lower photograph. The
notice the pet dog of his
[Copyright reserved.]



With the Grand fleet: Looking Astern from the "Lion."



FOLLOWING IN THE WAKE OF HER LEADER IN "LINE AHEAD": A BATTLE-CRUISER COMING UP.

This illustration shows practically all that one sees, on an everyday occasion at sea, on board a vessel when two war-ships are proceeding in the sailing order known as "Line Ahead." The view is taken from the deck of the battle-cruiser "Lion," and shows another of the battle-cruisers of the Grand Fleet following astern, at a regulation interval, in the wake of the "Lion." The "Lion,"

It is interesting to recall, has been in action in every one of the principal engagements at sea of the Grand Fleet. As the whole world knows, the "Lion" was the battle-cruiser flag-ship in the Heligoland Bight action, and in the Dogger Bank and Jutland battles of last year, flying the flag of Sir David Beatty.
—[Canadian War Records. Copyright reserved.]

FOOTNOTES TO ARMAGEDDON: XXXI.—THE DUMP.

IT was evidently "Archibald's" day to be bright. Purcel dropped three hundred feet through the clouds to find out if he was anywhere near the "dump," and the gunners were on to him with rude celerity. Purcel had time enough only to take a photographic look at the ground beneath before the shells began to split the air about him. He switched on again, spiralled, and

were possible, he'd bomb. If not possible, he'd find out the place to bomb, circle back, and bomb it. As he began to dive his plane bumped, and he felt, rather than heard, a shell burst somewhere to the left. Ahead a dull patch of flame flickered and went out. Archibald was certainly brisk.

He came clear of the clouds almost with a shock. At once the guns began to sling shells

at him with remarkable industry. He spiralled, dived, and zigzagged, to the confusion of gunners; but, for all his tricks, the shelling was particularly unhealthy. And he didn't seem to be discovering anything. He saw the men on the ground scattering. He saw a great number of lorries standing at the "dumps." He saw the little railway-sidings, and the small clusterings of huts. But to pick out the shell "dump" was like picking out the first bit of a jig-

saw puzzle. Purcel cursed, swung round, prepared to climb again for another try—a giant reached out from heaven and clouted him across the head.

Writers fill up the moments that follow an incident like this with the sentence, "Then everything went black." Purcel is willing to certify that the novelists who say things like that



AN INSTRUCTIVE SAMPLE OF THE BUSINESS-LIKE ORGANISATION METHODS OF THE FRENCH ARMY: A BIG-SHELL DEPÔT BESIDE A BATTLE-FIELD ROAD ON THE MARNE FRONT.

The wooden crates holding the shells are piled on end in double rows, and each stack is screened with brushwood against aeroplane spying. Two columns of ammunition-wagons can be supplied at once, sloping passages being cut in the roadway bank to facilitate carrying.—[French Official Photograph.]

climbed through the clouds, not liking their foggy clamminess, but glad of their cover.

He had seen from the familiar landmarks that he had come to within striking distance; but he also saw that, first, the ground was particularly bristling with anti-aircraft guns (they were winking fire and spitting smoke all over the shop); second, that he would have a very hairy job locating the "dump." The ground below him seemed all "dump." There was a big system of light railways, a great number of huts, and an infinite amount of piles that might be store dumps or shell dumps or anything. What Purcel was out to strafe was a shell dump of capacity and importance.

"Might as well sling a bomb at a warren in the hope of killing one specific rabbit—why do the Brass Hats ask one to do these things?" And, since "Archibald" was a bright boy to-day, the task would have zest as well as difficulty.

Purcel had a plan. He would swoop low over the place in the hope of locating the dump. If it



ON THE OISE FRONT IN THE WEST: A FRENCH FLYING SQUADRON HEADQUARTERS STATION AMID WINTER SURROUNDINGS.—[French Official Photograph.]

have never been really stunned. There was no blackness about Purcel's experience. There was a savage golden blaze, and bands of fire tore through it. The world was full of light, bitter and excruciating. And after that Purcel was awake.

He was awake, watching frantic men throwing tarpaulins over large-calibre shells. The shells

[Continued overleaf.]



THE FIRST "CHALLENGE"

The "Orleans" and "Rochester," Americans called them, sent from declared, to dare molestation by German area," reached Bordeaux within a "Orleans" arrived first. Each vessel painted flaringly on bows and q

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SQUADRON HEADQUARTERS
[Official Photograph.]

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[Continued overleaf.]

The American U-Boat Blockade-Runners at Bordeaux.



THE FIRST "CHALLENGE SHIP": THE "ORLEANS" ENTERING HARBOUR; TO CHEER THE CAPTAIN.

The "Orleans" and "Rochester," the "challenge ships," as the Americans called them, sent from the United States to France, as declared, to dare molestation by German submarines in the "blockade area," reached Bordeaux within a short time of one another. The "Orleans" arrived first. Each vessel bore the Stars and Stripes painted flaringly on bows and quarter, and amidships, in big

letters, her name and American registry port. In the upper illustration, the "Orleans" is seen being towed into harbour to the Quai de Bourgogne. She was greeted with siren whistles and a display of flags on ships in port. In the lower illustration is seen the crowd outside the Hôtel de Ville waiting to cheer the captain on landing.—[Photos. by Branger.]

were being passed to lorries. This, Purcel agreed, was idiotic. What on earth was he doing watching frantic men covering up, trying to hide, large shells? He saw that the men were Germans. He saw the shells were outside a mild sort of hut, the sort of hut that only infantry uses for sleep. And he perceived that this hut was really not for infantry, but used as a store—a great store, for great shells. "My hat!" he thought. "That's why I couldn't see 'em." He thought that was an easy thing to say, too. Because, after all, he was in his 'plane . . .

He saw that the Germans were rather scared. They were working frantically, and were looking up at the sky. He looked up at the sky—or was it exactly looking up? He had a feeling that *everything* was on a level for him now—and in the sky was an aeroplane. This seemed to him to

round. Now take a line from that clump of trees. . . . Good, you'll come right over. . . . The Germans at the shell dump began to run. The aeroplane—was he in it, or wasn't he?—came along at a greased-electric rush. The anti's hadn't a chance. Going too fast—too fast. "Now," shouted Purcel. "Now, all bombs—and get clear at a hell of a pace. . . ."

The roaring of the air, the indescribable clamour of the engine going at full bat, the smashing of shells about him, the deep bumping of some heavier, more solemn explosions . . . all of this came out of the golden and savage light. Purcel opened his eyes. Saw clouds wagging about before and above him. Felt the choking rush of wind upon his face . . . heard the bang of bursting shells and the swizz of splinters by his head. He saw on the altimeter the figures of his height.



A WINTER VIEW ON THE WESTERN FLANDERS BARRIER-LINE HELD BY THE BELGIAN ARMY:
THE FROZEN YSER AND PART OF THE INUNDATION AREA OF THE YSER VALLEY.

French Official Photograph.

be the most idiotic part of the experience, for obviously that aeroplane in the sky at which the Boche guns were shooting—that was his aeroplane. He was really in it. Yet if he was in it—?

It was all very absurd.

He saw the aeroplane with the puffs of smoke about it, and he saw that it was wobbling. "It'll nose-dive presently—pull yourself together, my lad; get on to the horizontal . . ." Curious, that. The aeroplane steadied at once; it seemed to come under control at once. "Of course," agreed Purcel; "why shouldn't it? I've got my hands on the controls . . ." But then, if he was at the controls, how was he down here with the Germans and the shells? It was rather mad, all of it.

The Germans, he noticed, had stopped working, were looking up. Their attitudes were easy; they were feeling safe. No wonder. The aeroplane—he with the aeroplane—was going away. "Bank left," he snapped. "That's it! Right

They showed under a thousand feet. "Good God!" he cried, "that was a narrow squeak! If I'd been unconscious from that clout another thirty seconds . . ." And then he wondered. Had he been unconscious? Had he?

As he climbed at his electric speed he glanced back. Over a group of sheds that looked like infantry quarters there was piled up an enormous, greasy-black column of smoke. "H.E. 'dump' exploded, I'll bet my hat!" he said. As he looked another giant push of smoke went up.

"My hat!" he thought again, "somebody bombed 'em, after all!" Then he remembered that he was the only man who could have bombed 'em. And he remembered that *perhaps* he hadn't been unconscious.

"My Lord! it *couldn't* have been me!" he gasped. He looked at the bomb-levers.

Every lever was over. All the bombs had been dropped.

W. DOUGLAS NEWTON.



INVENTOR OF THE STOKES

The Stokes gun is regarded at the short-range weapon. It fires a hail of bullets with deadly precision and does not require the aid of a tripod. Mr. Wilfred Stokes, of Ockham, Surrey, is the inventor of the gun. Ransomes and Rapier, Engineers, of Ipswich, are the makers of the East Anglian Munitions Company.

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THE BELGIAN ARMY:
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ought again, "somebody
" Then he remembered
n who could have bombed
red that *perhaps* he hadn't

dn't have been me!" he
the bomb-levers.
ver. All the bombs had
W. DOUGLAS NEWTON.

The Inventor of "a Sinister Weapon."



INVENTOR OF THE STOKES GUN, THAT FIRES "A HAIL OF BOMBS": MR. WILFRED STOKES.

The Stokes gun is regarded at the front as our most effective short-range weapon. It fires a hail of bombs which drop on their objective with deadly precision and devastating effect. Its inventor, Mr. Wilfred Stokes, of Ockham, Surrey, is head of Messrs. Ransomes and Rapier, Engineers, of London and Ipswich, Chairman of the East Anglian Munitions Committee, and a member of the

Munitions Inventions Department. A friend back from France had remarked that victory would go to the side which produced the most effective death-dealing machines. "I am a peaceful man," said Mr. Stokes recently, "and had never wished to invent a gun that would so much as lift an eyebrow, but this idea just came to me after what my friend had said."—[Photo. Hugh Cecil.]

Winter Activity on the Italian Alpine front.

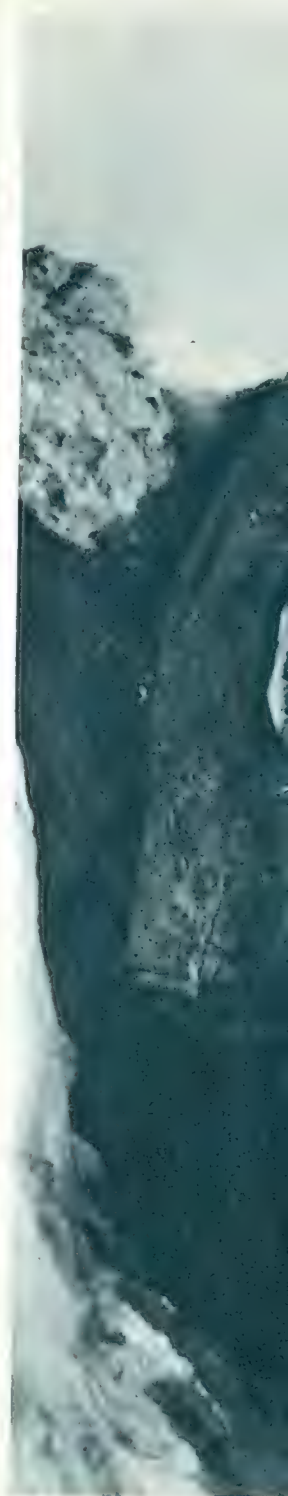


HAULING ARTILLERY UP TO COMMANDING POSITIONS: PART OF A GUN-CARRIAGE IN THE SNOW.

Alpine winter conditions, impossible almost as it may seem to believe, have, from all accounts, brought about little or no cessation in the activity of the Italians at most points along their front; in particular with the engineers and artillery. As elsewhere, the difficulties of locomotion in the deep snow have, to some extent, kept back infantry movements, but the other arms of the service

have been busy. One form of military employment which winter conditions have not affected is illustrated here—the getting-up of big guns to commanding positions among the mountains. As far, indeed, as haulage is concerned, work on a smooth snowy surface, even uphill, has advantages over similar traction on ordinary rocky ground at other seasons.—[Italian Official Photograph.]

An Alpine



SANDBAGS AND FORTIFICATIONS

In the midst of snowy surroundings, blank, staring whiteness shows in detail and with outstanding detail had to be resorted to in war in the Alps, soldiers on outpost duty on

March 14, 1917

front.



GUN-CARRIAGE IN THE SNOW.

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ng positions among the mountains. As far,
ncerned, work on a smooth snowy surface,
ages over similar traction on ordinary rocky
s.—[Italian Official Photograph.]

March 14, 1917

THE ILLUSTRATED WAR NEWS

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An Alpine Concealment Device on the Italian front.



SANDBAGS AND FROZEN SNOW-BLOCKS COMBINED: A WINTER SENTRY-POST 8000 FEET UP.

In the midst of snowy surroundings, where the overspreading
blank, staring whiteness shows up everything of a darker colour
in detail and with outstanding directness, artifices of all kinds have
had to be resorted to in war in order to effect concealment. As
we have previously illustrated, on the Eastern Front and in the
Alps, soldiers on outpost duty or reconnaissance patrols wear long

white overalls. Here is seen an Italian sentry-post of sand-bags
built up among rocks above the snow-line, at 8000 feet above sea-
level, with intermingled blocks of frozen snow, to resemble a moun-
tain ledge partially covered with snow patches. From there a
shaggy-coated sentry watches, practically invisible to the enemy.—
[Italian Official Photograph.]

The British Thrust forward on the Somme.



WITH THE AUSTRALIANS: A DRAG-ROPE PULL ON A LIGHT RAILWAY; A CAPTURED TRENCH.

In the upper illustration the track of one of the battle-front light railways is shown being utilised in emergency as a means for getting an Australian artillery wagon and battery munitions rapidly to a firing point. The entire wagon-body, it will be observed, is supported on railway trolleys, and the haulage task of the team of gunners is expedited considerably by that expedient. Compared

with a drag-rope pull through the winter mud of the ordinary roads, moving the lumpy mass of dead weight on rails is child's play. The lower illustration shows the interior of a captured German trench, out of which the Australians hustled the enemy so rapidly that they left behind on the fire-steps their grenades.—
[Australian Official Photographs.]



WITH THE AUSTRALIANS

Telling testimony to the irresistible approach which, as accounts describe, attacks on the German lines in the Somme, is given by the state of the trenches seen in the upper illustration of something approaching sudden pan-

March 14, 1917

Somme.



Y; A CAPTURED TRENCH.

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phs.]

March 14, 1917

THE ILLUSTRATED WAR NEWS.

[Part 40
New Series] 33

The British Thrust forward on the Somme.



WITH THE AUSTRALIANS: IN A GERMAN TRENCH AFTER CAPTURE; OBSERVING ARTILLERY FIRE.

Telling testimony to the irresistible audacity and quickness of approach which, as accounts describe, characterised the Australian attacks on the German lines in the recent general advance on the Somme, is given by the state of things in one of the German trenches seen in the upper illustration. It discloses several signs of something approaching sudden panic on the part of the enemy;

a disorderly abandonment and hurried retreat. As shown, ammunition-boxes were left lying on the fire-step, trench implements and so forth were lying about, while the trench itself remained still easily defensible. The lower illustration shows an Australian trench observation-party watching artillery fire. The man to the left is using a range-finder.—[Australian Official Photographs.]

WOMEN AND THE WAR.

"MAKE haste slowly" seems to be the motto of the organisers of the Women's Department of National Service, who are still, at the moment of writing, apparently busy solving preliminary problems connected with the enrolment of women in the "National Army." One emphatic piece of advice has, however, been given by the authorities at St. Ermin's Hotel. Every woman engaged in work of any kind has been definitely advised not to vacate her post without first making absolutely certain that her services in some other capacity are required by the Government. The "out-of-works," one gathers, will be given an opportunity of serving before those already occupied are transferred from their present employment to new spheres of usefulness.

Meanwhile, the War Office, with a promptness that surprised a good many people, have clearly indicated the types of employment for which women will be required, and issued an official statement summarising the terms and conditions of service attaching to the employment of women with the armies in France. Enthusiasts, however, were somewhat disconcerted to hear that the communiqué was "in no sense an appeal," and that the powers at St. Ermin's had no desire to be "snowed under" with letters from would-be typists, cooks, chauffeuses, telephonists, and the like. But women's work has been the object of so much criticism in the past that one can't help sympathising with the

caution that prompts the gradual drawing-up of a scheme, rather than hasty action which might lead to disorganisation and confusion.

So hundreds and thousands of women are busy weighing the advantages attaching to employment

as clerks, typists, or short-hand typists, as against those which fall to the lot of cooks, waitresses, or other members of domestic staffs. If neither prove sufficiently alluring, there are still the motor transport service, and the telephone and postal services, in both of which women are offered posts. Storehouse women, checkers, and candidates for unskilled labour are also desired, as well as volunteers for various miscellaneous branches of work which do not fall into any of the classes detailed above. The proposition is a serious one, and is addressed only to genuine workers, for the period of engagement is one year, which can be terminated earlier at the discretion of the Army Council upon a month's—or, in the case of incompetence or misconduct, a week's—notice. It's cheering, though, to know that a year's good work will be rewarded with a bonus of £5,

provided the worker, whatever her grade, renews her agreement for a second period.

But there are limits to the lengths to which the War Office will go, even in war time, so the woman of forty must resign herself to the fact that she is reckoned "too old" to serve her country even in the capacity of a storekeeper or clerk, though

(Continued overleaf.)



DUTCH NURSES FOR THE WESTERN FRONT:
MME. VAN RAPPARD.

On March 3 a party of Dutch nurses passed through London on their way to the Western Front. Mme. van Rappard was in charge of them, and their aid will be very welcome, for beneficence knows no boundaries even in time of war.—[Photograph by Central Press.]



NURSES DECORATED BY THE KING: LEAVING BUCKINGHAM PALACE
AFTER THE INVESTITURE.

The valuable services rendered by women as military nurses were again recognised by the King on March 3, when his Majesty held an Investiture at Buckingham Palace. Among the recipients of the Royal Red Cross, Second Class, were those seen in our photograph: Sisters Ethel Ward, Margaret Stevens, Elizabeth Logie, and Margaret Morrison, who are shown leaving the Palace.—[Photograph by Sport and General.]



AN INSPIRATION: KEPT
General Wolfe, the captor of Quebec, France's no-less heroic General, the shares Wolfe's battlefield monument has ever been the hero par excellence happy inspiration, when, earlier in necessary to lay up the colours the

WAR.

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M PALACE

recognised by Palace. Among photograph: son, who are

[Continued on next leaf]

Canadian Regimental Colours in Westminster Abbey.



AN INSPIRATION: KEPT IN FRONT OF WOLFE'S MONUMENT WHILE THE CORPS ARE AT THE FRONT.

General Wolfe, the captor of Quebec, the heroic antagonist of France's no-less heroic General, the chivalrous Montcalm, who shares Wolfe's battlefield monument on the Heights of Abraham, has ever been the hero *par excellence* of Canada. By somebody's happy inspiration, when, earlier in the present war, it became necessary to lay up the colours that Canadian battalions brought

with them, before the regiments left their training centres in England for the front, Wolfe's monument in Westminster Abbey was selected as the place of deposit. Several Canadian colours have since been placed there, draped, as seen above, in front of the monument. The latest addition is the flag of the Calgary battalion, deposited with religious ceremonial.—[Photo. by S. and G.]

neither occupation, as a rule, makes unusual demands on physical strength. It is rather disappointing, for there are so many capable women of the proscribed age who have proved since war began that physical energy and fitness are quite compatible with two score years and something

cannot be too often emphasised that women are wanted for the land army that we must have at home if we are to eat, and that all those who enlist in an agricultural capacity are as truly doing work of the greatest national importance as those who enrol for service in France.



THE CALL FOR RED CROSS WORKERS IN NEW YORK: MRS. BELMONT TIFFANY INSTRUCTING VOLUNTEERS.

The ladies of New York have responded eagerly to the call of the Red Cross for volunteers in the case of war, and our photograph shows Mrs. Belmont Tiffany, an active member of the Society, instructing volunteers in their duties in view of the possible outbreak of war. New York is taking up the idea promptly, and in earnest.—[Photograph supplied by Sport and General.]

over. Exactly where and how workers will be fed and housed is the subject of investigation by a special War Office Commission detailed for France to inquire into the complicated questions connected with the social and welfare side of the business. But those women who finally enrol will undergo a course of training in England, including elementary instruction in hygiene and discipline. They will be conveyed to and from France free on appointment to and termination of their engagement, and during each year's service will be entitled to a fortnight's leave. A grant of £4 for uniform at the beginning of service, with a further grant of £1 at the end of six months, and similar grants for the second year of service, will be allowed; and, except in the case of cooks, waitresses, and members of domestic staffs, storehouse women, unskilled workers, and employees engaged on miscellaneous activities, 14s. a week will be charged to defray the cost of board, lodging, and washing on a regulated scale.

The question of where to live is to be solved, as regards France, by the provision of hostels where workers will be under the supervision and care of lady superintendents. Those who enrol for service are warned that it may be either at home or abroad, and, if they have a preference, must state it at the time of enrolment; but it

35s. weekly is the salary offered to qualified driver-mechanics, and £1 to washers. For unskilled labour the pay offered is, of course, on a considerably lower scale; but the variety of employments thrown



A SCENE IN NEW YORK: RED CROSS WORKERS BUSILY MAKING BANDAGES.

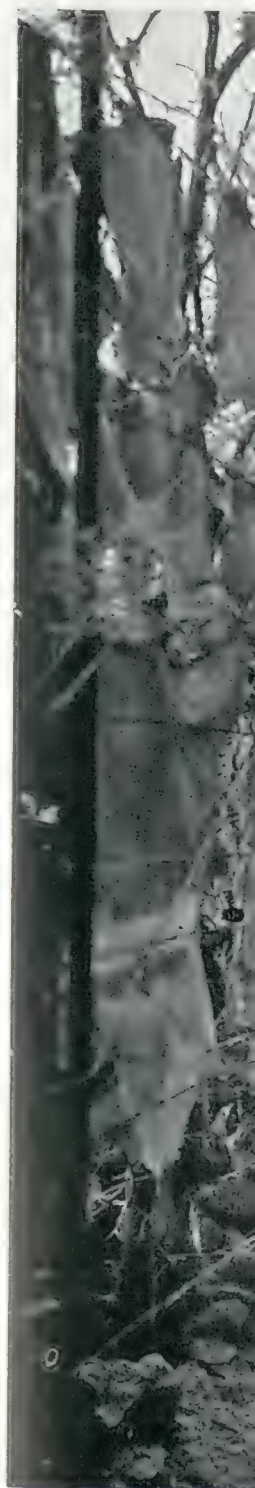
In view of possibilities, the American Red Cross has made an appeal for volunteers, and, in response, innumerable ladies have volunteered for work as nurses, stretcher-bearers, hospital-orderlies, and in similar indispensable capacities. Already, in New York, branches have been established, and in the case photographed the workers are busy preparing bandages to be used by the Army and Navy in the event of war.—[Photograph supplied by Sport and General.]

open to women by the scheme suggests the idea that the military authorities really intend to treat women's work for the Army as a serious proposition.

CLAUDINE CLEVE.



The



FRENCH CAMOUFLAGE

Camouflage—a word unknown before the war—has been used as a general term for the "coloration" for military purposes, such as the screening of exposed gun-positions from aeroplanes by the application of the colour of the surrounding country.

emphasised that women are army that we must have at eat, and that all those who tural capacity are as truly eatest national importance as service in France.

ment rates of pay hardly err ide of over-liberality, and the ase is no exception to the rule. workers and typists are to have 7s. a week; according to effici- ose employed on higher clerical visory duties, 28s. to 32s. a d shorthand typists are paid at figure. These rates are reck- a week of 42 working hours, ch ordinary clerks get 7d., and a higher grade 9d. an hour for vertime" worked. If your tions entitle you to the position cook or waitress, you can draw of £40 a year, that drops to annum for the unadjoined itress, or housemaid, with an al rather inadequate 6d. a week al washing. By comparison, ntendent of the first class at 6d. a week is a Cræsus, and the nging to the second class, with eek, a woman of comparative and the weekly £2 of a head by no means to be despised; alary offered to qualified driver- o washers. For unskilled labour course, on a considerably lower iety of employments thrown



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ING BANDAGES.

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CLAUDINE CLEVE.

The Gentle Art of Camouflage in the Vosges.



FRENCH CAMOUFLAGE IN THE SCHLUCHT REGION: SOLDIERS SCREENING A ROAD FROM THE ENEMY.

Camouflage—a word unknown to pre-war dictionaries—has come to be used as a general term covering all kinds of "protective coloration" for military purposes, and other forms of concealment, such as the screening of exposed sections of road, or the hiding of gun-positions from aeroplanes by screens of foliage. It is also applied to the colour of uniforms. Thus Mr. Bernard Shaw,

describing his recent visit to the front, writes: "I have seen Ypres again. This time, though still a superannuated civilian, I was in khaki, like everybody else, by way of camouflage." The Schlucht is a pass in the Vosges, between Little Tanneck and Hohnack, on the frontier of France and Alsace-Lorraine. Before the war it was a centre for excursions.—[French Official Photograph.]

THE GREAT WAR.

By W. DOUGLAS NEWTON.

THE CLOSING RING IN THE MIDDLE EAST—THE FRUIT OF BRITISH STRATEGY.

THERE is a brilliant little game of out-pointing going on in the Middle East that is extraordinarily worth watching. It is well worth watching because in it we can see more plainly than elsewhere the much-maligned Allied strategy developing its inevitable power. By the campaign of the Middle East I do not mean merely the campaign which has seen the superb return of the British under Sir Stanley Maude in Mesopotamia, for I mean the movement of the Russians on the Persian border quite as much as I mean the movement of the British on Bagdad, and I mean the work of the British on the Palestine frontier as well. It is not enough to look at one of these arenas; we must look at



PROSPECTS OF A FISH ADDITION TO THE RATION MENU: BRITISH SOLDIERS ON THE TIGRIS WATCHING LOCAL ARABS PREPARE THEIR NETS.—[Photograph by C.N.]

all. Sir Stanley Maude's victories are emphatically connected with the Russian successes that gave them Hamadan on the great Bagdad-Teheran road, enabled them to drive the Turks from the dangerous Assadabad Pass, and allows them to converge on Bagdad itself through Kangaver. Each attack weakened and confused the resistance facing the other; while General Murray's attack beyond Rafa, inside the Turkish border, will cause a greater damage to the enemy than the destruction of the fortified works and the bombing of railway lines his troops and aviators brought off. The Germans make the most of their "pincher" strategy, but here is evidence of pinchers closing on Turkey

[Continued overleaf.]



RATION DISTRIBUTION AT A COMMISSARIAT DEPOT IN MESOPOTAMIA: BRITISH AND NATIVE REGIMENTAL ORDERLIES AWAITING THEIR TURN.—[Photograph by C.N.]



The Me



ON AN INDIAN

Houseboat life is the order of the day on the Tigris. With Indian regiments, co-religionists or caste-fellow quartered together in the boats, by steamers, the troops at drills and returning on boats.

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BRITISH STRATEGY.

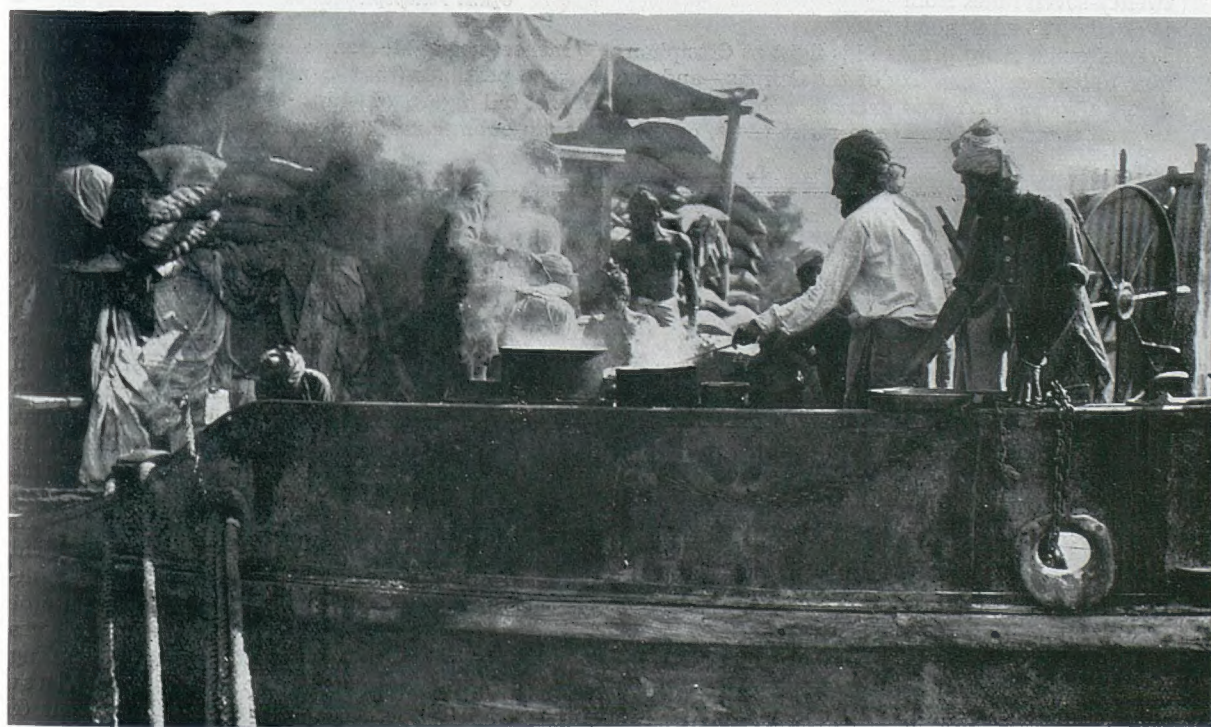
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closing on Turkey
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NATIVE REGIMENTAL ORDERLIES

The Mesopotamia Campaign: On the Way up the Tigris.



ON AN INDIAN TRANSPORT BARGE: THE MORNING RITUAL BATH; CO-RELIGIONIST COOKING.

Houseboat life is the order of the day for all troops going up the Tigris. With Indian regiments, where companies are composed of co-religionists or caste-fellows, men of each faith or caste are quartered together in the transports. These are towed up-stream by steamers, the troops at halting-places being landed for exercise drills and returning on board as to barracks. The transports are

mostly native river craft—barge-like vessels, with light thatched roofs of palm-leaves over parts of the hull. In the upper illustration, sepoy are seen having the complete daily wash all over which their religion enjoins as a ritual act. In the lower illustration a meal is being prepared, with co-religionists only for cooks, under similar ritual rules.—[Photos. by C.N.]

from the south, west, and east. A ring of enemies now attack on Ottoman soil: Russia is in the Caucasus, Russia is coming into Mesopotamia through Persia, the British have driven up to Bagdad, and the Arabs of Mecca link up the line from Mesopotamia to the Palestine border. The ring may be wide-flung, and the points of menace far removed from the heart of Turkey; but the need of parrying the blows struck on her every frontier should exhaust the last vestiges of Turkey's strength. Of all these strokes, perhaps the most important is that struck by our forces on the Tigris. Lieutenant-General Sir Stanley Maude has harried the Turks far upstream past Lajj and Ctesiphon, and has now taken Bagdad itself. He has captured an immense amount of booty in his progress. Lajj, it is worth remembering, is twenty-seven miles from Bagdad. It was General Townshend's camp prior to his fight at Ctesiphon, nine miles nearer the City of the Caliphs—and the menace to Bagdad was evident when the Turks showed themselves unable to resist there, or even

as General Townshend took months. This is an excellent testimony to the efficiency of his force.

On the sea, the German submarine practice, if still something to be out-manœuvred, pursues a



THE BRITISH ADVANCE ON THE SOMME: CARRYING A ROOF SECTION OF A DUG-OUT FROM A TRENCH NOW LEFT BEHIND, FOR RE-ERECTION IN OUR NEW LINES.

Official Photograph.



THE BRITISH ADVANCE ON THE SOMME: BUILDING A DUG-OUT IN OUR NEW LINES ON GROUND WON FROM THE ENEMY.—[Official Photograph.]

at Ctesiphon. Since they failed to do this, the fall of Bagdad was practically inevitable. General Maude has covered this ground in as many weeks

rather negligible way: fourteen out of about 5000 possibles (that is, arrivals and departures) is the full figure of ships to go down before German submarines, and twelve British vessels were

attacked unsuccessfully. At the same time, there comes the report of the torpedoing of the French destroyer *Cassini*, an act made ugly by the Germans, who fired a machine-gun on Frenchmen as they struggled in the water. From America we still get uncertainty. President Wilson is showing firmness, but his actions are being impeded by political manœuvres. His hand has been greatly strengthened by the exposure of the German intrigues that aimed to bring Mexico in against America in the event of war. In our own house at home, we have this week considered the facts put before us by the Dardanelles Commission.

The opinion I held before is confirmed; it shows how sadly one of the finest strategic conceptions of this war was spoiled by mistakes.

LONDON; MARCH 11, 1917.

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THE RUSS

The Grand Duke Michael Al
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Duke was in England, and
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